

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4402. 號九月八年七十七百八千一英

HONGKONG, THURSDAY, AUGUST 9, 1877.

日一初月七年丑丁

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill. GORDON & GORCH, Ludgate Circus, E. C. BATES, HEBBY & Co., 4, Old Jewry, E. C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWANSON, GURLEY & CAMPBELL, Amoy, WILSON, NICHOLLS & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Manila, C. HENDERSON & Co., Macao, L. A. DE GRAGA.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.
RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOFFMANN, Esq.
Deputy Chairman.—F. D. SASSON, Esq.
E. R. BELLING, Esq. WILHELM REINERS, Esq.
W. H. FORBES, Esq. Ed. TOBIN, Esq.
Hon. W. KESWICK, Esq. A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq. Manager.
Shanghai, . . . EWEN CAMERON, Esq. Manager.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, March 29, 1876.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, \$800,000.
RESERVE FUND, \$110,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.
Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

For Sale.

FOR SALE.

TO CONTRACTORS, HOUSE-BUILDERS, SHIP-BUILDERS, AND CARPENTERS.

LANE, CRAWFORD & Co. have Received a Shipment of FIRST-CLASS MANILA HARDWOOD, of Different Kinds, and of the Very Best Quality, Suitable for HOUSE BUILDING, SHIP BUILDING, and for all kinds of Work requiring Timber of the most durable nature.

— ALSO —

A Good Assortment of Logs and Planks of TEAK WOOD of the most Superior Quality.

LANE, CRAWFORD & Co.
Hongkong, July 18, 1877. au18

FOR SALE.

CHAMPAGNE 1874, REIMS & Co.'s MONOPOLY.

DEETJEN & Co.
Hongkong, August 1, 1877. au1

FOR SALE.

A SMALL Twin Screw STEAM LAUNCH, 35 Feet Long, Built by FORMER of LONDON. For further particulars apply to Captain CLARK, on Board British Barque Ninyas.
Hongkong, July 30, 1877.

For Sale.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.
Apply to
SIEMSEN & Co.
Hongkong, June 22, 1876.
— NOW READY.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on
FRIDAY,
the 10th August, 1877, at Noon,—
An Invoice of Handsome Crystal and Electroplated Kerosene and Oil Lamps. Crystal and Electroplated Gasaliers, Bracket Lamps, Lustres, Hall Lamps, Etc., Etc.
Silk Umbrellas, Handkerchiefs, Napkins, Butcher's Knives, Cotton Socks, Sewing Needles.

Also,
1 bale Cotton Yarn.
Revolvers, Cider.
1 piece Oil Cloth.
1 do. do. 24 ft. by 30 ft.
Etc., Etc., Etc.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
Hongkong, August 7, 1877. au10

Notices of Firms.

O. & O. S. S. Co.

NOTICE.

MR. H. M. BLANCHARD is authorized to Sign the Company's Bills of Lading, vice Mr. G. W. BAREFFY.
GEO. B. EMORY, Agent.
Hongkong, August 7, 1877. au18

NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my Office, during my Temporary Absence from the Colony.
R. H. CAIRNS, Surveyor to Local Offices, and Lloyd's Register of Shipping.
2, Club Chambers,
Hongkong, March 17, 1877. au18

NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREIG, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr. F. F. ELWELL at Amoy.
RUSSELL & Co.
China, June 1, 1877. del

NOTICE.

MR. F. C. DITTMER is authorized to Sign our Firm per Procuration.
SANDER & Co.
Hongkong, June 23, 1877.

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary Yearly Meeting of the SHAREHOLDERS in this Corporation will be Held at the City Hall, Hongkong, on THURSDAY, the 16th day of August current, at Three o'clock p.m., for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1877.
By Order of the Court of Directors,
THOMAS JACKSON, Chief Manager.
Hongkong, August 1, 1877. au16

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By Order of the Court of Directors,
THOMAS JACKSON, Chief Manager.
Hongkong, August 1, 1877. au16

Intimations.

DEVOS'S BRILLIANT OIL.
RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS AND PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOS'S BRILLIANT" are stencilled on the cases, and the words "DEVOS MFG CO. PATENTS" are stamped on the top of the can.

THE DEVOS MANUFACTURING Co.,
80 Beaver and 127 Pearl Streets,
NEW YORK, U.S.A.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Underigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JAS. B. COUGHTRE, Secretary.
Hongkong, August 1, 1877. no1

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the Rate of 3% or \$2.25 per SHARE, Declared at the Ordinary Half-yearly Meeting of Shareholders held This Day, will be Payable at the HONGKONG & SHANGHAI BANKING CORPORATION on and after FRIDAY, the 27th Instant.
Shareholders are requested to apply at the Office of the Company for Warrants.
By Order of the Board of Directors,
P. A. DA COSTA, Secretary.
Hongkong, July 25, 1877.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Half-yearly MEETING OF SHAREHOLDERS will be Held in the Offices of the Company, CLUB CHAMBERS, on WEDNESDAY, August 22nd, 1877, at 3 p.m., for the purpose of receiving a Statement of Accounts to 30th June, 1877. The Transfer BOOKS of the Company will be CLOSED from the 8th to the 22nd Instant, both days included.
By Order of the Board,
D. GILLIES, Secretary.
Hongkong, August 2, 1877. au22

LANE, CRAWFORD & Co. having been Appointed SOLE AGENTS in HONGKONG for the well-known Firm of Messrs HOBOKEN DE BIE & TORLEY of ROTTERDAM, call attention to the high quality of their GENEVA.

Hongkong, July 31, 1877. au31

THE PRICE LIST

JUST ISSUED by the Underigned will take effect from 1st August.

Any one to whom a Copy has not been sent may obtain it on Application.

LANE, CRAWFORD & Co.
Hongkong, July 31, 1877. au15

DENTAL NOTICE.

DR. STOUT begs to Inform his Patrons and the Public that he will be ABSENT from Hongkong until further notice.
Hongkong, August 4, 1877. au19

DENTAL NOTICE.

DR. ROGERS begs to Inform his Patrons and the Public that he intends to visit AMOY and FOOCHOW in September and October, leaving HONGKONG about the 15th of September.
Hongkong, August 4, 1877.

Intimations.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of the SHAREHOLDERS in the above Company will be Held at the Head Office, Victoria, Hongkong, on TUESDAY, the 21st August, at 3 o'clock p.m., for the purpose of confirming the Special Resolution passed at the Meeting of Shareholders held This Day.

By Order, W. H. RAY, Secretary.
Hongkong, July 31, 1877. au21

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of the SHAREHOLDERS in the above Company will be Held at the Head Office, Victoria, Hongkong, on TUESDAY, the 21st August, at 3.15 p.m., in order to take into consideration a Special Resolution to alter the 5th Article of the Company's Memorandum of Association in such manner as to provide for a subdivision of the Company's existing Shares, and a division of its Capital into Shares of One-third the amount fixed by the said Memorandum of Association; and to take into consideration further Special Resolutions to alter Articles 31 and 76 of the Company's Articles of Association in the manner required by the said alteration of the Memorandum of Association.

By Order, W. H. RAY, Secretary.
Hongkong, July 31, 1877. au21

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Underigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20%) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.
Hongkong, August 1, 1877. no1

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to furnish the Underigned with a List of their Contributions for the year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.
Hongkong, May 1, 1877. no1

SHIPS' COMPAGNOR AND STEVEDORE.

SHIP SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

Shipping.

Steamers.

FOR SINGAPORE, PENANG AND CALOUTTA.

The British Steamship "JAPAN".

Captain H. DE SMIT, will leave this for the above Ports on THURSDAY, the 16th Inst., at 3 p.m. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, August 3, 1877. au16

FOR SINGAPORE, PENANG AND CALOUTTA.

The Steamship "ABEYLL".

Captain SCOTT, will be despatched as above on THURSDAY, the 16th Instant, at 3 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co.
Hongkong, August 3, 1877. au16

FOR SHANGHAI.

The German Steamship "CASSANDRA".

LARSEN, Master, shortly expected from SINGAPORE, will receive immediate despatch as above. For Freight or Passage, apply to W. F. FORBES & Co., Agents, S. S. Cassandra.
Hongkong, August 4, 1877.

Shipping.

Steamers.

FOR SYDNEY & MELBOURNE.

The Eastern and Australian Mail Steam Co.'s Steamer "BOWEN".

will be despatched as above on or about the 13th Instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, August 1, 1877.

Sailing Vessels.

FOR NEW YORK.

The A 1 German Ship "JOHANNE".

BUNSE, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, June 31, 1877.

FOR NEW YORK.

The A 1 American Ship "MATCHLESS".

J. C. DAWES, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, June 28, 1877.

FOR LONDON.

The A 1 British Barque "GEO. CROSLAW".

GEO. IRVING, Master, will have early despatch as above. For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, July 28, 1877.

FOR LONDON.

The A 1 British Bark "ROBERT HENDERSON".

GUNN, Master, will load for the above Port, and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, June 11, 1877.

FOR HAMBURG.

The A 1 British Bark "LORD MACAULAY".

Capt. MONCKMAN, will load for the above Port, and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, July 20, 1877.

FOR SAN FRANCISCO.

The A 1 British Bark "VICTORIA".

J. W. D. TRIMBLE, Master, will load here for the above Port, and will have immediate despatch. For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, July 23, 1877.

FOR SAN FRANCISCO.

The A 1 American Ship "A. S. DAVIS".

J. W. FORD, Master, will load here for the above Port, and will have early despatch. For Freight, apply to RUSSELL & Co.
Hongkong, August 1, 1877. no1

FOR PORTLAND.

The A 1 American Ship "PILGRIM".

will load here for the above Port, and have quick despatch. For Freight, apply to RUSSELL & Co.
Hongkong, August 2, 1877. no2

FOR LONDON.

The 100 A 1 German Ship "POLYNESIA".

SCHWABER, Master, will load here and have quick despatch. For Freight, apply to MEYER & Co.
Hongkong, July 11, 1877.

FOR LONDON.

The A 1 British Barque "BON ACCORD".

W. SCOTT, Master, will have quick despatch as above. For Freight, apply to GIBB, LIVINGSTON & Co.
Hongkong, August 1, 1877.

FOR MELBOURNE & SYDNEY.

The A 1 British Barque "CALDEW".

Captain W. PETERSON, having the greater portion of her Cargo engaged, will have quick despatch as above. For Freight, apply to ROZARIO & Co.
Hongkong, July 27, 1877.

Shipping.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,
Also,
Bombay, Madras, and Calcutta.

THE PANINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
MIRZAPUR, Captain PARISH, will leave
this on SATURDAY, the 11th August, at
Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, August 1, 1877. au11

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMALIA, PORT SAID, NAPLES,
AND MARSEILLES;
Also,
PONDICHERY, MADRAS, CAL-
CUTTA AND BOMBAY.

ON SATURDAY, the 18th August,
1877, at Noon, the Company's S. S.
DUMNAN, Commandant CHAMBERLAIN,
with MALES, PASSENGERS, FREIGHT,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 17th August, 1877. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)
Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.
H. DU POUEY,
Agent.
Hongkong, August 7, 1877. au18

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CHINA
will be despatched for San Francisco,
via Yokohama, on MONDAY, the 20th
August, 1877, at 5 p.m., taking Passengers,
and Freight, for Japan, the United States,
and Europe.

Through Passengers Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 p.m., 19th August. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For security of sale, Shippers of Overland
Cargo are requested to endorse on the
Envelope the Marks and Nos. of Packages
Shipped, to correspond with those in their
Bills of Lading.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, August 4, 1877. au20

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be de-
spatched for San Francisco via Yoko-
hama, on WEDNESDAY, the 22nd August,
at 5 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 21st August. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, August 7, 1877. au22

Intimations.

THE UNION MARINE INSURANCE
COMPANY, LIMITED.

THE Undersigned having been Appoint-
ed AGENTS of the above Company at
HONGKONG and POOCHOW, are
prepared to accept Risks and Issue Policies
by any First-Class Steamers, at current
rates, Payable either here, in London, in
LIVERPOOL, or at the principal Ports of
INDIA and the EAST.

BIRLEY & Co.,
Agents.

Hongkong, May 21, 1877. au22

AFONG,
PHOTOGRAPHER,
by appointment,
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA.

Wynham Street, formerly ATHLETIC CLUB,
HAS on hand the Largest and Best
collection of Views of China, Pho-
tographic Albums, Frames, Cases, &c., of
assorted sizes. Ex S. S. Radnorshire a
supply of very handsome Enamel Albums of
Russia and Velvet Covers, assorted sizes.
Illuminated Albums for Portraits. Tobacco
Pouches, in Shape of Skulls, Bats, &c.,
and a nice choice of Gilt Mountings for
Frames, &c.
Hongkong, March 28, 1877.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

PIANO TUNING, REPAIRING, &c.

LADIES and GENTLEMEN Desirous of
having their PIANOS REPAIRED
by the Undersigned, will please oblige
with early orders, as he is about to Return to
SHANGHAI.

Orders may be left with Messrs LANE,
CRAWFORD & Co., or Messrs GAUFF & Co.
A. HAHN.
Hongkong, July 10, 1877. au10

In the ESTATE and EFFECTS of HO
ASSEK, alias Ho In Kee, alias Ho
Fai In, late Partner and Manager of
Kin Nam Hong, Hongkong, Deceased.

THE Deceased HO ASSEK died in Pan-
go, Shun-tak District, near Canton,
on 29th April, 1877. HO LEONG SHE,
wife of said Deceased, has obtained Letters
of Administration to the Estate; she being
blind, has given power of attorney to WEI
AKWANG, Comptroller of the Chartered
Mercantile Bank, to act for her in all
matters respecting the above Estate.

Notice is hereby given, that all Persons
having CLAIMS against the Estate of HO
ASSEK, late Partner and Manager of Kin
Nam Hong, are requested to send in Particu-
lars of same to the Undersigned in writing
on or before the 31st October, 1877, other-
wise no claim shall be allowed.

All Persons indebted to the above Estate
are requested to make immediate payment.
HO ASSEK's Interest and Responsibility in
the Kin Nam Hong ceases from this date,
the remaining Partners continue the Busi-
ness as before, and settle all accounts of the
Firm.

WEI AKWANG,
Attorney for HO LEONG SHE.
Hongkong, August 1, 1877. au16

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

MATHEWS, American ship, Capt. John
C. Dawes.—Douglas Lapsley & Co.
LEADING WIND, American ship, Captain
F. M. Hinchley.—Meyer & Co.

JALO, Russian ship, Capt. O. F. Moberg.
—Order.

ALPHINGTON, British barque, Captain G.
Cunningham.—Wieler & Co.

ANTWERP, British barque, Capt. Atkins.
—Melchers & Co.

MIGNON, American 3-m. schooner, Capt.
L. H. Soule.—Order.

NORTHERN STAR, British barque, Captain
John Wortley.—Order.

DORIS BRODERSEN, Danish ship, Captain
S. Nielsen.—Order.

TWILIGHT, British barque, Capt. Dalargy.
—Jardine, Matheson & Co.

PENSHAW, British barque, Captain John
S. Alroy.—Meyer & Co.

NIMROD, British barque, Capt. Clark.—
Captain.

PILGRIM, American ship, Capt. F. Foulle.
—Order.

SCINDIA, British ship, Capt. Lightbody.
—Russell & Co.

FORNIA, German 3-m. schooner, Capt.
C. Schreier.—Melchers & Co.

TO-day's Advertisements.

CONSIGNEES of Cargo by Steamship
OCEANIC are hereby notified that
their Goods are being landed and stored at
West Point, from whence delivery can be
obtained upon countersignature of Bills of
Lading.

Consignees will be required to sign a
General Average Bond at the Office of the
Company, before taking delivery of their
Goods.

Goods remaining unclaimed after the 16th
Instant will be subject to sale.
No Fire Insurance has been effected.
G. B. EMORY,
Agent.
Hongkong, August 9, 1877. au16

A COLOURED WOMAN, Widow,
speaking English, Portuguese, and
Chinese, desires employment as Lady's
Maids or Nurse. Good references. Address
C. B., care of China Mail Office.
Hongkong, August 9, 1877. au16

To-day's Advertisements.

FOR SINGAPORE AND PENANG.

The Steamship
"THALES,"
Captain CONY, will be de-
spatched for the above Port
on SATURDAY, the 11th Inst., at 6 p.m.
For Freight or Passage, apply to
AH YON,
Charterer.
Hongkong, August 9, 1877. au11

FOR MANILA (DIRECT.)

The Spanish Steamship
"EMUT,"
BLANCO, Master, will be de-
spatched as above on MON-
DAY Next, the 13th Instant, at Noon.
For Freight or Passage, apply to
REMEDIOS & Co.,
Agents.
Hongkong, August 9, 1877. au13

FOR MANILA (DIRECT.)

The Spanish Steamship
"LEYTE,"
will have immediate despatch
for the above Port.
For Freight or Passage, apply to
A. MACG. HEATON,
Agent.
Hongkong, August 9, 1877. au13

FOR MANILA (DIRECT.)

The Spanish Steamship
"MACTAN,"
will have immediate despatch
for the above Port.
For Freight or Passage, apply to
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Agent.
Hongkong, August 9, 1877.

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Hongkong, August 9, 1877.

Per Malacca, from Yokohama, Captain
McNabb and child, Miss McNabb, Messrs
J. A. Hargray, W. H. Fry, Fovey,
Anderson, Sutton, 22 Europeans, and 7
Chinese in Steerage.

Per Amoy, from Shanghai, 62 Chinese.
DEPARTED.

Per Yolo, for Yokohama, Lt. Thompson;
from Marseilles, Mr. C. Lory.
To DEPART.

Per Hoibang, for Shanghai, 1 European,
and 30 Chinese.
Per Mignon, for Haiphong, 2 Europeans.
Per Holyrood, for Hoibow, 6 Chinese.

SHIPPING REPORTS.

The French barque Charles Mourau re-
ports: All the time strong winds; on the
night of 15th and 16th July, encountered
a typhoon in Lat. 30.32 N. Long. 122.13 E.
Paris.

The U. S. corvette Kearsarge reports;
Left Kobe in search of the O. & O. steamer
Oceanic; saw nothing of her. Had light
Southerly airs up to Van Diemen's Strait.
Then N. Easterly winds increasing in force
to heavy gales from N.N.E. between
Ookasen and Chapel Islands. Barometer
fell to 29.12, ship laid to all day the 6th,
while the gale was heaviest. Had two
boats washed away. On 7th, 8th, and 9th
strong gales, wind remaining steady from
N.N.E.

The British barque Charley reports:
First part light variable winds and hazy
weather with high S.W. winds. July 16th,
17th, and 18th, strong gale with high
Southerly sea, gale veering from North
round West to S.W.; when the weather
moderated with heavy rain squalls. From
Pekishan to White Dogs light variable
winds and calms—then light Westerly
winds with Northerly swell and vivid
lightning all round—Bar. at 29.50 and
every appearance of heavy weather. Aug.
7th, 7 p.m., anchored off Cape D'Aguilar
Lighthouse; 8th, anchored off Customs
House; 9th, weighed and entered Hong-
kong harbour.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI.—
Per HOWSANG, at 11.30 a.m. To-mor-
row, the 10th inst., instead of as
previously notified.

For BANGKOK.—
Per DANUBE, at 6 p.m. To-morrow,
the 10th inst., instead of as pre-
viously notified.

For STRAITS SETTLEMENTS.—
Per THALES, at 5 p.m., on Saturday,
the 11th inst.

For MANILA.—
Per EMUT, at 11.30 a.m., on Monday,
the 13th inst.

For STRAITS SETTLEMENTS AND
CALCUTTA.—
Per ARGYLE and JAPAN, at 2.30
p.m., on Thursday, the 16th inst.

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet MIRZA-
PORE will be despatched with the
Mails for Europe, &c., on SATURDAY,
the 11th August.

The following will be the hours of closing
the Mails, &c.:—
Friday, 10th Inst.—
5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night
Box, which remains open all night.

Saturday, 11th Inst.—
7 a.m., Post Office opens for sale
of Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m., Post Office closes except for Late
Letters. Registry of Letters ceases.

Hongkong, August 1, 1877. au11

MAILS BY THE FRENCH PACKET.—

The French Contract Packet DJEMNAH
will be despatched from Hongkong
on SATURDAY, the 11th Inst., with
Mails to and through the
United Kingdom and Europe, via
Marseilles; to Saigon, Singapore,
Batavia, Galle, Pondicherry, Madras,
Calcutta, Bombay, Aden, Suez, and
Alexandria.

The following will be the hours of closing
the Mails, &c.:—
Friday, 17th Inst.—
5 p.m., Money Order Office closes. Post
Office closes except the Night Box,
which remains open all night.

Saturday, 18th Inst.—
7 a.m., Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.

Hongkong, August 4, 1877. au18

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet CHINA
will be despatched on MONDAY, the
20th Instant, with Mails for Japan,
San Francisco, and the United States,
which will be closed as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence for Japan, the
United States, or Union Coun-
tries only may be posted on
board the Packet with Late
Fee of 12 cents extra Postage
until

2.50 p.m. when the Mail is finally closed.
Hongkong, August 6, 1877. au20

General Memoranda.

SATURDAY, August 11:—
Noon.—English Mail leaves for Ports
of Call and Europe.

Goods per Iravaddy undelivered after
Noon, subject to rent and landing
charges.

6 p.m.—Thales leaves for Singapore, &c.

MONDAY, August 13:—
Noon.—Emut leaves for Manila.

9 p.m.—Meeting of Zetland Lodge.
Seven leaves for Sydney, &c., on or
about this date.

THURSDAY, August 16:—
3 p.m.—Argyl leaves for Singapore, &c.

3 p.m.—Meeting of Shareholders

The following are the names of the Officers of the U. S. S. *Kearney*:—E. V. McNair, Commander; Ohaa, Belknap, Lieutenant; E. M. Hughes, Jno. D. Keeler, Masters; C. W. Deering, Ensign; G. C. Foulk, H. T. Mayo, W. L. Varnum, J. T. Newton, B. Tappan, Midshipmen; E. C. Var Men, Surgeon; F. Anderson, Asst. Surgeon; W. J. Thomson, P. A. Paymaster; G. W. Sensner, Chief Engineer; J. H. Chasmar, P. A. Engineer; J. R. Rosse, Pay. Clerk; A. A. Edmiston, Comdr's Clerk; Jno. Brady, Boatwain; E. J. Beacham, Gunner; R. Agnew, Carpenter.

The adjourned inquest on the body of John Christie, a cook on board the British ship *Zamora*, was resumed this afternoon (9th). Mr. Connel, the chief officer, was examined. He considered the rope very strong. It was almost a new rope; it had been used only a few times. He considered it a safe rope to use as a "heel rope." He had been 14 or 15 years at sea and would say so from his experience. There was no chafing in the rope that he was aware of.—Mr. S. Speechley, a boarding officer attached to the Harbour Master's Department, said he thought the rope was very good and very new and that it must have been broken by a sudden surge. It must have been a good strong rope from the fact of its having been used to lift up the mast, and it only broke when the mast was hauled down.—Sergeant Grant said there was no notion among the sailors on board that the rope was not sound.—The Jury returned a verdict of "accidental death."

ALLEGED BEATING OF A GIRL TO DEATH.

The adjourned inquest on the body of Tsang Amui, a servant girl aged 15 years of age, who is said to have died from the effects of a severe beating by a woman named Leong Alai, was resumed this afternoon (9th).

Mr. Ng Choy appeared to watch the case on behalf of the woman.

On the evidence of Mr Santos being read over to him, he said when he called out to the woman Leong Alai not to beat the girl, she closed the window. I saw the girl all right on Sunday. She was serving a smoking pipe to the woman Leong Alai.

By Mr Ng Choy:—I have been living in the house for about one month, and I know the people in the house opposite very well.

Mr Osorio asked the Coroner whether it was the practice to allow counsel to be present.

The Coroner said no Barrister or Solicitor could demand as a matter of right to be present. It was discretionary with the Coroner to allow it or not, and he thought where a party was accused, it would be better to allow it, as it would further the enquiry. This was a preliminary enquiry, and the Coroner could exclude any one from being present except the Jury and the person under examination. The Coroner then read from a law book (Jarvis on Coroner).

Continued:—I have not been inside the house where the deceased lived. But I see the people every day from my window. I look into the house every day; I see into it whenever I am at the window. I can't help seeing into it. I have never seen the windows of the house opposite shut in the day, but they are closed at night. I can see a person better if he is at the window, but I can see his features if he is walking about in the house. When I saw the woman beat the girl at 7 a.m. on the 8th there was a good light in the house. The girl was a good-looking girl, but I cannot say whether she had European features or not. I have never told anybody that the girl I saw beaten at 7 a.m. had a foreign countenance. The girl was moving about when she was being beaten, and she did not turn her face towards the window all the time. I was looking on at the window when the woman beat the girl, she did not aim at any particular part of her body. The girl was moving about, and I think it not possible that the woman could have beaten her on the arms.

By a Juror:—I never have had any quarrel with the woman Leong Alai.

Johanna Francisco, a female servant in the employ of Mr Santos, was called:—Last Monday (6th) at 7 a.m. I saw the woman Leong Alai beat a girl with a thick piece of wood; I am quite sure of this. She beat her on the head; I cannot say if the girl was beaten on any other part of the body. I have seen the girl before in the house. The girl in Court (Leong Amui) was not the girl I saw beaten. The girl beaten had her hands tied behind her back. I saw her beaten more than ten strokes. Mr Santos was present and saw the beating as well as I did. I saw a Chinaman in the room; he was dressed in white. I saw the Chinaman pull the girl away from the woman, and not the woman from the girl. There was nobody else in the room at the time. I heard Mr Santos say something to the woman in Chinese "Don't do her."

By Mr Ng Choy:—It was not a rattan that the woman beat the girl with. I was not at the same window with my master; I was at the one further up the street. I could see the girl's face from there. The girl was crying. I cannot say what the stick was like; cannot say if it was a piece of firewood, or a walking stick. The girl had her back towards me when she was beaten. I have not seen this girl since the 6th.

By the Coroner:—I did not see any other girl beaten that morning. The girl beaten called out something when she was beaten, but I could not say what it was.

Tang Ping Nam, a Chinese doctor, was called:—I am a physician, have been practicing over ten years in Hongkong. I live at No. 10 Cochrane Street. On the 8th inst. I was called to go to see the girl at No. 44 Peel Street at about 10 minutes to 8. I was told that she was suffering from a pain in the belly. I found that the pain was caused by a difficulty in the circulation of some blood vessels. The girl

told me that she had pain in the stomach for two days. I saw her face, arms and legs, and found no marks. She did not complain to me that she had been ill-used in any way by any one. I saw the girl in the sitting-room. I did not examine her body. I attended only once on the girl. The next day the woman's amah came to me and said she could not get the burial order from the Registrar General's Office, and I told her the girl died from pains in the stomach caused by the want of free circulation in the blood. I did not tell her that the girl died of heart disease. The prescription produced is the prescription I made out for her. The girl's hair was discoloured when I saw her. She had her queue plaited up, but the hair in front was out of order, as if it had been pulled. Her hands were not tied behind her back when I saw her. I stayed to examine her about 5 minutes. I was not called to see her again; I was paid 10 cents for my trouble. I heard of the girl's death on the 7th between 2 and 3 p.m. I was told so by the amah, who came to ask me what the girl I had been visiting was suffering from. She asked me this before she told me of her death. She told me that she had been to the Registrar's office to get the burial order, but that it was refused because the people there said no body could have died so suddenly from a pain in the belly, and that she should go and see the present doctor. I then told her that the cause of death was from defective circulation which produced pain in the stomach. I did not tell her that the girl died of heart disease.

The witness was examined on the theory of a rupture of the spleen, but it appeared that his knowledge of anatomy was very deficient. He was of opinion that the girl's "spleen was not working properly."

The Coroner said he was afraid the witness was getting out of his own depth. Continued:—From my own observation, I am of opinion that the girl had been ill for 2 or 3 days before. When I saw her, she appeared to be very ill, and I was of opinion that if she did not get a change for this good, she would die, and that it was possible that she should die in 24 hours. She appeared to be in great pain, but I cannot say whether she could work on the day before. I cannot say what effect a beating on the girl would have on her in her last state of health.

By a Juror:—It is not the custom of Chinese doctors to revivify a patient in dangerous cases unless they are sent for again.

By Mr Ng Choy:—When I went to see her, the girl was lying down on a bed, but she got up after I sat down. She did not appear to me to have been severely beaten half an hour before, as she had no symptoms to show on her face, such as shedding of tears or redness of the eyes. I could not tell by feeling her pulse that she had been beaten half an hour ago. She did not appear excited in her pulse. The woman Leong Alai was very calm at the time, combing the hair of the girl Leong Awot.

Tsang Akew, a servant to the woman Leong Alai, was called:—I am the sister, real sister, to the girl Tsang Amui. Nothing was done to her on Sunday nor on Monday. She had been ill for 6 or 7 days before suffering from pain in the stomach. She did not take to her bed until Monday, but went about her work in the usual way. We got up about 5.30 on the morning of Monday. Amui got up about 6 a.m., but she was ill and we told her not to work. She then lay down on the bed. I went out to the market at 7 a.m., and on my way I called to invite the doctor. I did not see her beaten, nor have I heard that she was beaten. My mistress told me to go to the Registrar General to report the death. I have no money, and I could not therefore provide good clothes for the burial of my sister.

By a Juror:—The body was buried in such a hurry because the house is not mine, and my mistress told me to have the body buried as soon as possible; the girl died at 1 p.m. and was buried at 3 p.m. Mr King Chuen, lately a butler at Messrs Reles & Co., but out of employ now, was examined:—I live in Peel Street with the woman Leong Alai; she keeps me. I have been living with her for four or five years. I am not married to her. On the morning of the 6th, I saw Mr Santos at the window. He called out something to me, and I went to separate the girl. It was the girl Awot that I took away from the woman Alai, and not the deceased. The woman beat the girl Awot for disobedience, and I took her away. I did not hear any one call out "Don't do me, or I'll die." I did not see the girl Tsang Amui buried. The amah has been in the service 3 or 4 years; she came at the same time with her sister Amui. Amui was sick on Sunday and did not perform any particular work. When Awot was beaten, it was past 8 o'clock on the 6th.

The enquiry was proceeding when we went to press.

Police Intelligence.

(Before James Russell, Esq.)
August 9, 1877.

ALLEGED KILLING OF A SERVANT GIRL.

Leong Alai, a woman, was brought up on suspicion of having caused the death on the 7th inst. of a servant girl, aged 16 years and named Tsang Amui, by beating her. Inspector Lindsay made the formal charge, and stated that a Coroner's inquest was now being held. He applied for a remand till to-morrow. Remanded accordingly.

DRUNKENNESS.

Patrick Derrig, described as a person of no employment, at present, was charged with being drunk in the street. He went to the Station quietly. The defendant said he was Chief-Constable at Singapore, and came here "seeking." He met some friends and got drunk. The Magistrate considerably discharged him.

ALLEGED THEFT.

Oh! Ahn, a coolie, was charged by Tam Akow, an employe on board the steamer *Yangtze*, with stealing a jacket and a pair of trousers from him. The complainant and defendant lived in the same house in Tank Lane. A few nights ago the defendant came into the complainant's room on the pretence of getting a light, but he purposely put it out. When the complainant got up to re-light it, he discovered that he had lost a jacket and a pair of trousers. He afterwards met the defendant in the street and asked him with the theft, but he denied it. Remanded till the 10th inst.

COLLUSION WITH ROBBERS.

Cheung To Kiu and Lo Aing, were again brought up to answer the charge of robbing the servants at the Kowloon Camp of a quantity of clothing. The defendant, it may be remembered, was a friend to the cook of the Officers' Mess, and was allowed by him to live on the premises. One night towards the end of last month, a robbery was committed on the servants' quarters when about thirty pieces of clothing and a quantity of cooking utensils were stolen from the premises. The defendant then admitted that he was acting in collusion with the thieves, that he opened the door and packed up the things for the thieves to carry away. He was then remanded with the view of assisting in the arrest of the two thieves. He guided the Police to a house in Tank Lane where the 2nd defendant was arrested. At his capture, the 2nd defendant admitted having taken part in the robbery. He said to the 1st defendant, "You told me to go with Wong Azow, you opened the door and brought out the box." After the defendant's apprehension, a servant at the Barracks identified the pair of trousers the 2nd defendant had on his person as belonging to him. On his person a pawker which was also found, and it referred to a jacket which was also identified by another servant as his property.—Inspector Cameron said he had another charge against the defendant for robbery in a Portuguese gentleman's house, and would ask for a remand. Remanded till the 11th inst.

China.

TIENTSIN.

July 28th, 1877.
It is authoritatively announced that in a few days a new bank will be opened in Tientsin, near the mouth of the Grand Canal, and opposite to the Yicoy's Yamen. It is supposed that this potent official is at the bottom of the enterprise, but some of the principal men in the China Merchants' S. N. Co. are the apparent managers. The capital is understood to be between two and three hundred thousand taels, and it is said that the interest is guaranteed to be not less than five per cent, whatever that may signify. Sycee is to be melted into shoes of a uniform weight, and in addition to discounting bills, the bank is to issue notes. The effect of the establishment, is a matter of general interest.—*Courier*.

WUHAN.

28th July, 1877.
I have waited patiently for some news of the punishment of the riotous students whose assault was the theme of my last letter; but as late as two days ago nothing but correspondence was to be heard of. Letters have been passing from Her Majesty's Consul to both the Tao-tai and the Yicoy, whose replies are more or less satisfactory as the case may be; but no one is arrested, and so far as I know no proclamation issued, though this last without some punishment would be of little avail. The civil students have also striven to distinguish themselves. They were it seems gambling by night and were pounced upon, and a good number of them taken to the city magistrate's Yamen. Next day several hundred of them went to the Chet's to clamor for their release, but the gates were closed in their faces, and as they were persistent and rowdy some foreign armed troops were let out the back way, and so coming upon them from the rear captured a number of the students. The worthy magistrate does not lack energy when it is preferable to siding too demonstratively with the outside barbarian, be the Treaties never so plain. We have had hot days of late, which make us wish it were as near the end of August as it is now to that of sultry July.—*Courier*.

Japan.

The P. & O. Steamer *Manila* has been purchased by the Mitsui Bishi Company. Judgment was given in the case of Hartley vs. Messrs. Kniffier & Co., as Agents for the steamship *Teviot*, this afternoon (July 26th) in favor of the plaintiff, for \$122.50, and \$9 costs.

During the gale yesterday (July 26th) a man fell from the spanker boom on board H. M. S. *Egeria* on to the skylight, and nearly out one of his feet in half; his face was also badly cut. The wound in the foot was sewn up, and the poor fellow is progressing as well as can be expected.

The special Board appointed to inspect the United States steamer *Yantic*, recently returned from the Asiatic station, have submitted their report to the Secretary to the effect that the vessel is in part sound and in part unsound. The Secretary of the Navy has called upon the Commander Whitehead for a full statement of the repairs which he intended to leave the guns of the *Yantic* at Ope Town, but this has not yet been received.

It has been given to the Counsel for Captain Colomb, R.N., to appeal against the judgment of the Acting Law Secretary as regards the jurisdiction of the Court in the case of *Chiri Maru* vs. Captain Colomb (*Audacious*). On the other hand a new suit will probably be instituted, on the part of the Mitsui Bishi Company, in the first port at which the *Audacious* may touch having a British Supreme Court or branch thereof. Thus, in all probability, the case will come on next time in Hongkong.

The German barque *Madagascar* left Hakodate on Tuesday, 17th inst., for Yokohama. Delightful weather was experienced until the morning of the 25th, when the barometer began to fall. By 10 o'clock the wind was blowing a gale. The watch was turned up from below to take in sail, but it was blowing so hard that two hours elapsed before the sails were reefed. A short time after that the vessel became unmanageable, and about five o'clock was three miles off the land. Just about that time a terrific breaker swept over the ship and carried the wheel, and the man who was at it, overboard. Between six and seven o'clock the vessel struck on the rocks, and within an hour from that went to pieces. As soon as she struck, the crew endeavored to save themselves, but out of twelve hands only four got safe on shore, viz: the Captain—who was unable to swim but thought himself of the life buoys and seized one—the Mate, a German seaman, and a Chinese boy, who were washed up by the surf. The nearest rock above water was only about seven feet from the doomed vessel, but through her rolling and the waves washing over her, the men could not succeed in reaching it.

When those who were saved from the *Madagascar* had time to look about them, they found that they were not the only victims of the elements. About twenty yards away lay a Japanese barque, and rather what

was left of her, which had gone ashore two hours previously. Out of sixteen hands on board, only four were saved.

Two other vessels, we regret to say, were also wrecked in the same neighbourhood on the same day, viz: the American barque *Saratoga*, a steamer, and the Japanese barque *Shan*, which have not yet come to hand, though we understand the *Saratoga* lost two men. The locality of these disasters is said to be between Milla Ledge and Inaboye. The *Madagascar* and Japanese barque went ashore at Oshima. At 10 a.m. the German Corvete *Elisabeth* sailed for the scene of the wrecks.—*Japan Gazette*.

HEAVY GALE AT YOKOHAMA.

The unusually long continued dry and hot weather was broken up yesterday (July 27th) by a violent storm of wind and rain. It began to blow about 9 a.m., but the wind did not attain any great force until shortly after mid-day. It then blew in gusts with great violence until evening. There was a severity in this typhoon coming from the Eastward, a fact which has perhaps never before been observed in Yokohama by foreigners. The O. & O. Co's str. *Gauche* has no doubt borne the brunt of the typhoon, while it is most probable that the French Mail steamer *Volga* has entirely escaped.

H. M. S. *Egeria* picked up her anchor and steamed outside the shipping before the storm was at its worst, as the berth she had among the shipping was apparently not a desirable one, and all the men-of-war in port sent down their yards and spars and got up steam. The Italian corvette *Cristoforo Colombo*, was moored with a shackle, and about 2 p.m. dragged her anchors but fortunately did no damage, and having steam up was enabled to let go other anchors and safely ride out the storm.

Soon after noon a junk laden with bamboo, which was lying off the French harbor, commenced to drift ashore, and shortly afterwards drifted ashore. Dr. Wheeler and Messrs Glennie and Pagden showed a great deal of gallantry in saving life. Further up the bund the steam dredger which has been lying off the mouth of the creek for so long was observed to be in danger. She had dragged her anchors until she lay within a few yards of the bund opposite to Messrs Carroll & Co's. The wind veering towards the South, drifted the dredger towards the French harbor, off which she took the ground, heeling over considerably on the port side. All the buckets and dredging gear were carried away. Preparations were then made to get the dredger by the line which led to the bund, which was eventually accomplished successfully. The *Hanaka Maru*, late *Augusta*, drove on shore near Benten during the afternoon, and became a total wreck. The *Tsunio Maru*, late *Koon Dalm*, belonging to the Mitsui Bishi Company, also went ashore near the Mitsui Bishi Iron Works, but has fortunately not sustained much damage, and can easily be repaired. The bund has, of course, suffered very considerably, and the whole of the sea wall near the Lighthouse Department has been swept away.—*Japan Mail*.

Australian Items.

Cairns, July 10.—Parties returning from the new port state that the scrub is being cut through, and will be completed this week.

Sydney, July 6.—The *Northam*, ship, with the cargo of Mort's frozen meat, cleared for London to-day, and sails to-morrow on Monday.

July 7.—The A.S.N. Company have purchased the French steamer *Gunga* for £19,000.

July 11.—Owing to an accident to a portion of the machinery fitted up for the shipment of meat, preserved by Mr. Morris, on board the *Northam*, the vessel was compelled to call for England without the meat. The staff, however, sailed with the vessel, to repair damages and keep the machinery at work, to test the possibility of maintaining the necessary temperature during the voyage. The shipment of meat will probably be made on the next trip of the *Northam*.

The overland line to Port Darwin is interrupted. July 12.—The *Annie H. Smith*, barque, arrived from New York to-day, with 350 immigrants. During the passage there were fifty cases of scarlet fever, three being fatal. The vessel has been placed in quarantine.

July 12.—The Government have telegraphed home for torpedo equipment for the defence of this port and also Newcastle. Melbourne, July 6.—For the first time in the history of the Railway Department, the annual revenue is over a million sterling, giving a weekly average return of £20,668.

Sydney, July 5.—The first cargo of new teas, ex *Bowen*, s. from Foochow, was offered at auction to-day. The biddings being unsatisfactory, the shipments were withdrawn.

Sydney, June 27.—In the Legislative Assembly, to-night, Mr. Parkes gave notice of an amendment on Mr. Buchanan's motion with reference to Chinese Immigration to Queensland, the effect of which is—that this House, having considered the Message relative to the reservation of the Queensland Goldfields Act, desires to express its sympathy with the Government of Queensland in its efforts to protect that colony from the danger of Chinese immigration, and hereby promises to support such measures as will check such immigration.

July 10.—Mr. Robertson also gave notice of a resolution.—That our Government should represent to the home authorities the expediency of endeavoring to obtain from the Government of China such modification of the terms of existing treaties between the Queen and the Emperor of China as will enable restrictions to be placed upon the present exceedingly undesirable flood of Chinese people coming into Australia.

Brisbane, July 7.—Mr. Walsh has tabled a motion in the Assembly to the effect that this Assembly views with satisfaction the announcement of Sir Henry Parkes and Sir John Robertson, relative to the influx of Chinese, and is of opinion that the surest way to meet the evil is to co-operate with the New South Wales Government in representing to the Imperial authorities the desirability of obtaining a modification of the Chinese treaty in such a way as to restrict the flood of Chinese into Australia. July 10.—The E. and A. M. Co's mail steamer *Normanby* arrived at Cooktown yesterday. She was refused pratique. She is due at Townsville at daylight to-morrow. A frigate has taken place between Europeans and Chinese near Capricorn. The former pulled down their tents and three-

tened to shoot the Chinese if they did not leave the field.

A new lightship, intended for Torres Straits has been built and launched at Maryborough, and amid the flow of much "Piper," has been named "Sir Arthur Kennedy."

We (*Cooktown Herald*) learn by late advices from Hongkong that Messrs. Hop Koo and Co. in their earnest desire to keep the trade open between Hongkong and Australia, which they find very remunerative, intend to lay on a line of steamers to run from Hongkong to Cooktown via Port Darwin, for the purpose of diverting immigration to the Northern Territory, which is a free port; and we heartily hope that this will be a partial solving of the Chinese question.

A singular circumstance in connection with the present trip of the *Brisbane*, that although she brings a large number of Chinese, not one is booked for Cooktown, whilst 330 are for Brisbane and Sydney. We have no means of ascertaining the actual destination of these latter, but it will probably turn out to be Cooktown. And we may here suggest that the promised bill to regulate the immigration of Chinese into Queensland should provide against importations by way of Sydney and other colonial southern ports, or it may to a great extent be inoperative.

THE RACE AT SYDNEY.

The *Queenslander* thus describes the race for the aquatic championship of the world between Trickett and Rush on the 8th June:—

It was over the usual champion course from Charity Point to Long Nose, which we may state for the information of our readers, is about three and a half miles in length, and is very nearly a straight line. The tide was at ebb. The wind due south, and not over strong. Some small puffs came now and again, but not of any sufficient force to affect the men. The steamers were all under such admirable control that no disadvantage occurred from the usual "wash." Trickett and Rush started by mutual consent at twenty minutes to four. Rush at once took the lead, pulling forty-four strokes to his opponent's forty-two, and he kept this up valiantly for a mile. At this time it did seem that he had overmastered the champion; as Trickett appeared to be flagging, but the cheers of the people seemed to enliven the "Master of the Flumes," and he, at a mile and a quarter, put on a most tremendous spurt, and left Rush as if he were standing still. Rush's head now drooped, and he evidently saw the desperation of his case. He made a succession of "rushes," all to no effect. With a most indomitable perseverance, he tried his best; but he could not again see his antagonist. Trickett kept up that long sweeping stroke which killed Sadler, and may yet conquer more. He could even afford to stop and wave his hands to the admiring crowds on shore, and at two miles could afford to make what pace he chose. The excitement which had begun at the first mile now began to subside, as the contest was over. Still, Rush labored on, and he deserved great credit for it. The cheers from the steamers must have kept his heart up, for he worked like a horse. In twenty-three minutes and eleven seconds all was over, and Trickett came in a very easy winner, sitting on the far-famed "sliding-seat," and as fresh as when he started. The crowd at the winning-post was extraordinary. How they got there puzzles many a wise brain; but there they were, on rocks, in caverns, up gum trees, sitting on oyster beds in fact, locating themselves in every conceivable position, and "young men and maidens, old men and children," worshipped Mr. Edward Trickett as the master puller of Port Jackson.

There is no doubt about it that he is the better man of the two. The time was not fast, but after the first mile and a quarter he was never asked to row, and he could easily have done the distance in a minute less. His condition was perfect, and, above all, his quiet, unobtrusive demeanor, which is equalled by that of his opponent, makes him many friends. Whether Trickett will pull again is an open question. It may be that the honor-able necessities of a championship will require it, but it is to be hoped he will be allowed to retain for a time his laurels unmolested. He has a young wife and family, and after fulfilling all the obligations an exacting public have demanded, it is but fair he be allowed to rest upon his oars. He has maintained our aquatic honor so well, that he deserves the amplitude of domestic rest.

The *Clarence River Examiner* of Saturday contains the following in reference to another race between the above pullers:—"We are in a position to state that it is the intention of Rush to row Trickett again after he has succeeded in perfecting himself in the sliding seat. Mr. Rush feels confident that the sliding seat is of the very greatest advantage in rowing, and that it is quite useless for any man to attempt to row on a fixed seat against a competitor in a sliding seat, if their strength and skill are at all equally matched. Mr. Rush has ordered two boats from England, and on their arrival will proceed to practise. It is not generally known that the time of Trickett's last trial before the race was 18 minutes 50 seconds, while that of Rush was 19 minutes 45 seconds. We might add that Mr. Rush has expressed his complete satisfaction with the reports of the race as contained in the Press generally. We are also informed by Mr. Rush that he did not discover the reason of his failure to use the sliding seat to advantage until within a few days of the race. It appears that it is necessary, when using the sliding seat, to have the soles at least three inches longer than those used with a fixed seat; but this was not known to our local sculler until it was too late to avail himself of the information."

COOKTOWN.

June 30.

No more satisfactory proof could be advanced of the gradual progress and stability of this district than is evidenced by the continued and increasing amount as displayed by the customs revenue collected at this port during the present month, viz., £11,487 12 6d. To the large amount of foreign shipping, more especially from and to the East, do we owe a large proportion of this prosperity. Never in the history of this port have we had so many vessels and such a large amount of tonnage collected together at the one time as has been the case the last fortnight, that even as recently as yesterday there were lying alongside

the wharves and jetties the ocean-going steamers *Nelson* and *Juan*, from Hongkong, the *Corra* and *Egypt*, from the southern ports, and the small screw steamer *Bonnie Dundee*, the first vessel that has arrived direct from Great Britain; in addition to these the three-masted schooner *Heath* and several ketches were lying at anchor. With reference to the *Bonnie Dundee*, it may be interesting to some of your readers to know that this vessel was recently constructed in Dundee to the order of Messrs J. & R. Nichol, of Sydney, for the conveyance of maize from the Richmond River to that port; her carrying capacity is 112 tons, and her nominal horse power 45; she is apparently well suited for the object for which she has been built. During her passage, which was an unusually rough one, especially between Java Head and Somerset, she proved herself a most seaworthy boat. At the latter port she called in for supplies, and took on board thirteen tons of beche-de-mer, which was consigned to Messrs Beardmore and Olive of this town, and which was disposed of by them from £86 to £117 per ton, according to quality, which is considered a good price. As regards ocean going steamers, I may also state that the Spanish steamer *Zamboanga*, formerly the British steamer *Formosa*, and certainly one of the handsomest models that has ever entered this port, left here a few days ago for Hongkong, having on board the largest number but one of Chinese passengers that has ever left this port, amounting to 400, whilst she could have taken at least 100 more had she accommodation for them. The gold exported by this vessel amounted to nearly 5,000 ounces. She will be followed early next week by the *Nelson*, which is already rapidly filling up. The *Juan* left this morning for Newcastle, to load coal, from whence she will proceed to Saigon, and thence to Hongkong with a cargo of rice. By-the-by, I forgot to mention in connection with the *Zamboanga*, that it has been reported that the sum of £20,000 has been offered for her by some colonial owners, whose names I am not in a position to mention. On completion of her trip to China, thence to Manila, she returns to this port, and after discharging her cargo will proceed to Sydney for the purpose of sale. It is almost a pity that a steamer of this description, so essentially suited for the Queensland trade, should be allowed to leave this colony.

The *Corra*, s.s., which left here at daylight this morning for the Southern Ports, will be the first steamer from Cooktown to call at the White Cliffs, though whether she will be able to land either the few passengers that accompany her, or the several tons of goods she takes with her, is, I think, questionable. In connection with this supposed new discovery, it is almost unnecessary to add that the report has caused some nervous speculation, amongst us—a speculation, however, that is now rapidly dying in view of recent intelligence leading to the belief that the importance of the discovery has been much over-estimated.

Commercial affairs generally in Cooktown, despite of a certain amount of grumbling, are in reality far sounder than people at a distance might give us credit for, as a proof of which I may instance the fact that rates of carriage are maintained at a high figure, and that the amount of carriage available is very far below requirements. The business aspect of Charlotte-street, as displayed during the last fortnight by the large number of teams loading for the interior, gives the best assurance that in applying for a survey of a line of railway between here and Beyerstons the business men have substantial grounds for making that application. The rates of carriage which at present prevail here are—to Thornborough, £37 per ton; Beyerstons, £21; Edwardsstons, £35; and Normansby, £20.

The weather that we have experienced lately has been really delightful, the mornings and evenings being cool and breezy; whilst occasional showers have added materially to our comfort, not only in allaying the dust, but also by filling up our tanks and wells profusely.—*Queenslander*.

Quotations.

HONGKONG, August 9, 1877.

OPIMUM.	New Patna, each,...	\$490
	Old Patna, each,...	credit
	New Benares, each,...	587 1/2
	Old Benares, each,...	credit
	New Malwa, each,...	565
	Old Malwa, each,...	credit
	Allowance Teals, 8 a 24	500
	Old Malwa, each,...	595
	Allowance Teals, 8 a 24	500

Exchange.

Bank, on demand,...	3/10 1/2
30 days' sight,...	3/10 3/4
6 months' sight,...	3/11
Credit,...	3/11 1/2
Documentary, 6 months' sight,...	3/11 1/2
Bombay, demand Rupees,...	222
Calcutta,...	222
Shanghai, demand,...	73
30 days' sight,...	73 1/2
Bar Silver, 17, dwts. B.,...	72 1/2
Mexicans,...	12
Gold Leaf,...	26.80
English Sovereigns,...	5.60
Australian Sovereigns,...	5.60
Discount,...	9 a 10

Shares.

Hongkong Bank, 4 1/2 % prem.	
Union Ins. Society of Canton, \$600	
China Traders Ins. Co., \$2,550	
Chinese Insurance Co., \$242	
Yangtze Ins. Association, Tls. 715	
North China Ins. Co., Tls. 860	
H.K. Fire Ins. Co., \$590	
China Fire Ins. Co., \$150	
H.K. & W. Dock Co., 2 1/2 % dis.	
H.K. O. & M. S.-best Co., 10 % dis. ex div.	
Shanghai Steam Navigation, Tls. 30	
Hongkong Gas Co., \$75	
Hongkong Hotel Co., \$60	
Chinese Imperial Loan, \$104	

To Let.

TO LET.
NOS. 4, and 5, PEKING TERRACE, ELGIN STREET.
Apply to
LANE, CRAWFORD & Co.
Hongkong, July 30, 1877.

TO LET
AT
BRITISH KOWLOON.

A MATCHED BUNGALOW, near Kowloon Hotel—contains Four Rooms well furnished. Rent Moderate.
Apply to
D. NOWROJEE,
HONGKONG HOTEL.
Hongkong, August 3, 1877.

TO LET.

THE Dwelling House and Office No. 1, D'Almeida Street, lately in the occupation of Messrs DOUGLAS LAFRAIK & Co.
The Dwelling House No. 1, Alexandra Terrace.
The Dwelling House No. 6, Gough Street.
The Dwelling House No. 10, Gough Street. Possession from 1st September next.
The Bungalow No. 5, Old Bailey Street.
Apply to
DOUGLAS LAFRAIK & Co.
Hongkong, July 9, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. KIDD.
"Blanc Villa," Pok-foi-lum, furnished.
DAVID SASSOON, SONS & Co.
Hongkong, July 21, 1877.

Intimations.

K WONG HING CHEUNG & Co.,
COAL MERCHANTS,
Have always on hand for Sale every description of COAL at Moderate Prices.
Mr. ARON has been appointed Manager, and all Orders addressed to him at 67, Praya, or to Mr. FAT JACK, at 30, Hing Lung Street, will receive immediate attention.
Hongkong, March 19, 1877. mcl9

Now Ready.

"THE CHINA REVIEW,"
No. 6, Vol. V.

Annual Subscription, Six Dollars and a Half.

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Ethnological Sketches from the Dawn of History.
Brief Sketches from the Life of K'ung-ming, (Continued from page 319.)
The Tang Hou Chi, A Modern Chinese Novel.
Ancient Peking.
Notes on Chinese Grammar (Continued from page 286.)
Short Notices of New Books and Literary Intelligence.
Colloquial Bibliography.
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Russian Sinologists.
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The Flesh of Hare.
Seeds of Sorghum.
Aniseed Oil and Sandalwood.
Ernst.
Books Wanted, Exchanges, &c.
China Mail Office,
Hongkong, July 7, 1877.

Insurances.

HAMBURG-MAGDEBURG FIRE INSURANCE Co. OF HAMBURG.

THIS Company is now Prepared to issue Policies against LOSS or DAMAGE by FIRE at Current Rates. Every Risk taken by this Company is participated in by Three of the largest German Fire Insurance Companies, representing an aggregate Capital and Surplus of over SIXTY MILLION MARKS, equal to FIFTY MILLION DOLLARS, thus enabling this Company to accept large lines.

SANDER & Co.,
Agents.

Hongkong, June 28, 1877. m26

THE ON TAI INSURANCE COMPANY, LIMITED.

CAPITAL TAELS 400,000, EQUAL TO \$555,555.55.

Directors.

LEE SING, of the Lai Hing Firm.
CHAY SHING LAY, of the Lai Yuen Firm.
WONG YIP FUN, of the Chuan Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SONG FONG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Yee Lee Hong.
PUN FONG, of the Wy Sing Firm.

Manager—HO AMHI.

MARINE RISKS on Goods, etc., taken at CURRENT RATES to AUSTRALIA, CALIFORNIA, MANILA, SINGAPORE, SHANGHAI, PENANG, and to all the TREATY PORTS of China and Japan.

HEAD OFFICE, 48, Bonham Strand,
Hongkong, June 1, 1877. m21

Insurances.

THE NORTH-CHINA INSURANCE Co.

SUBSCRIBED CAPITAL—Taels Two Million, in 1,000 shares of Taels 2,000 each.
PAID UP CAPITAL—Taels Six Hundred Thousand, or Taels 600 per share.

PROVISIONAL COMMITTEE.

F. H. BELL, Esq. (Messrs Adamson, Bell & Co.)
M. S. GURDAY, Esq. (Messrs David Sassoon, Sons & Co.)
JAMES HART, Esq. (Messrs Turner & Co.)
E. H. LAVER, Esq. (Messrs Gilman & Co.)
HUGH SUTHERLAND, Esq. (Messrs John Foster & Co.)
A. G. WOOD, Esq. (Messrs Gibb, Livingston & Co.)

HEAD OFFICE—SHANGHAI.

Secretary—EDWARD S. MORRIS, Esq.

BANKERS.

HONGKONG & SHANGHAI BANKING CORPORATION.
BRANCHES.
LONDON (25, Cornhill, E.C.), HONGKONG, YOKOHAMA.

AGENCIES.

At the principal ports in the East and Australian Colonies.

THE Company will be constituted on the 1st January, 1878, as a permanent Marine Insurance Company, to carry on the business (established in 1863) of the NORTH CHINA INSURANCE COMPANY, 1875-1877.

A Reserve Fund will be formed of Taels 400,000, by setting aside a portion of the profits at such times and in such sums as the Shareholders shall decide.

The net profits of the Company for each year will be divided amongst the Shareholders, in the following manner:—
One-third over the Shares, a portion thereof being set aside for the formation of a Reserve Fund as above stated.

Two-thirds as a return to Contributors (being Shareholders), in proportion to the Premiums paid or insured by them.

A revision of the Share List will take place at the end of every three years, and for this purpose power will be given to the Directors by the Deed of Settlement to withdraw all or any of the Shares held by Shareholders who have not contributed Premiums or whose contributions during the preceding three years have not been in proportion to the number of Shares held.

Shareholders retiring from the Company in pursuance of the above regulation, will be notified at least three months prior to the date fixed for any such revision of the Share List, and will have the option of disposing of their Shares in either of the following ways:—
They will be at liberty at any time after receipt of notice of withdrawal, and prior to the date of revision, to sell their Shares to any person approved by the Company and accepted as the transferee; or

Upon surrendering their scrip certificate for cancellation at the time of such revision, and pursuant to notice, will receive a return of the Capital paid up thereon; and so soon after as the financial position of the Company up to the date of the revision can be ascertained and the accounts adjusted, they shall also receive a pro-rata share of the Reserve Fund, if any accumulated, together with such proportion of the unappropriated profits as may be found due to them.

NOTICE IS HEREBY GIVEN, that Applications for Shares in the undermentioned form will be received at the offices of the Company, from residents in China and Japan, until the 30th September; from London and distant ports until 31st October next.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the NORTH-CHINA INSURANCE COMPANY.
Gentlemen,

I hereby request that you will allot to me..... Shares in the above Company, and..... agree to accept such Shares, or any less number you may allot to me.....; and..... agree to pay the first call of Tls. 600 per Share, and all subsequent calls, and to subscribe the Deed of Settlement when required to do so.

Gentlemen,
Your obedient servant,

.....

Forms of application for Shares can be obtained at the Head-office, or by application to the Agents of the Company.

Shanghai, June 18, 1877. m21

NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE Co.

THE BUSINESS of this Company has this Day been Transferred to THE MARINE INSURANCE Co., of 20, Old Broad Street, London.

By Order of the Proprietors,
WILLIAM HUNT,
Secretary.

187, Leadenhall Street,
London,
1st January, 1877.

THE MARINE INSURANCE Co.
20, Old Broad Street,
London,
1st January, 1877.

ESTABLISHED 1836.

CAPITAL.....£1,000,000 STERLING.
RESERVE FUND.....£ 340,000 "

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE Co. has this Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT Co., and has Appointed Mr. A. McIVER as its AGENT in Hongkong.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Underwritten is prepared to Accept Risks and issue Policies on behalf of THE MARINE INSURANCE Co. by any First Class Steamer.

A. McIVER,
Agent of the Marine Insurance Co. of London,
Hongkong, February 15, 1877. m217

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. R. COUGHRAN,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions STERLING.

THE Underwritten are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matabeds, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurance will be received, and transmitted to the Directors for their decision.
If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to
ARNHELD, KARBURG & Co.
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Underwritten, Agents for the above Company, are prepared to grant Insurance at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY, (LIMITED.)
NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Underwritten are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underwritten, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underwritten having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underwritten Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underwritten have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

From Harbour Master's to the P. and O. Co.'s Office.				From Pier to East Point.				
Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albay	5 h	Lopez	Span. str.	486	Aug. 4	W. H. Ray		
Amboto	4 c	Brown	Brit. str.	973	Aug. 4	A. McQ. Heaton	Canton	
Amoy	4 c	Drewes	Brit. str.	814	Aug. 9	Siemenssen & Co.	S'pore, Calcutta, &c.	16th inst.
Argyll	5 b	Scott	Brit. str.	1271	Aug. 6	Jardine, Matheson & Co.	Kokohama	
Bombay	5 c	Smith	Brit. str.	749	Aug. 6	P. & O. S. N. Co.	Australian Ports	To-day
Bowen	4 c	Miller	Brit. str.	438	Aug. 6	Gibb, Livingston & Co.	Shanghai	11th daylight
China	5 c	Aakermann	Ger. str.	648	Aug. 7	Siemenssen & Co.	Bangkok	MoD's Slip
Danube	3 b	Clanchy	Brit. str.	740	Aug. 7	Yuen Fat Hong		
Emmy	5 b	Blanco	Span. str.	222	June 29	Remedios & Co.		
Flotashiro	4 c	Thomas	Brit. str.	1243	July 29	A. McQ. Heaton	Shanghai	To-morrow
Howsang	4 c	Lamont	Ohl. str.	795	Aug. 7	C. M. S. N. Co.	Hobow & Halphong	To-day
Holyrood	3 c	McVior	Brit. str.	333	Aug. 6	Russell & Co.	Shanghai	To-day
Isouaddy	5 c	Bauls	Foh. str.	2510	Aug. 6	Messageries Maritimes	S'pore, Calcutta, &c.	16th inst.
Japan	5 c	De Smidt	Brit. str.	1865	Aug. 4	David Sassoon, Sons & Co.	Manila	
Leyte	5 c	Zubiaguirre	Span. str.	331	Aug. 4	A. McQ. Heaton	Europe, &c.	Matte, 11th
Maotan	4 c	Erquiaga	Span. str.	312	Aug. 4	A. McQ. Heaton	Swatow	To-day
Mitrapore	6 c	Farlah	Brit. str.	2090	Aug. 4	P. & O. S. N. Co.	Y'ama & San F'clsoo	
Norna	2 h	Walker	Brit. str.	606	Aug. 4	Kwok Acheong	S'pore and Penang	11th inst.
Oceanic	3 h	Carrell	Brit. str.	2349	Aug. 4	P. & O. S. S. Co.		
Thales	5 c	Colas	Brit. str.	873	Aug. 4	Ah Yon		
W. Cores de Vries	4 k	.....	Brit. str.	334	June 4	Hok Moh Leong		
Sailing Vessels								
A. S. Davis	4 c	Ford	Amer. str.	1399	June 19	Russell & Co.	San Francisco	
Aberlady	3 k	Nicoll	Brit. bga.	735	Aug. 5	Jardine, Matheson & Co.		
Adolph	3 k	Horn	Ger. str.	867	Aug. 5	Arnhold, Karberg & Co.	Foochow	
Alice Mary	3 k	Rogers	Brit. bga.	361	Aug. 6	Adamson, Bell & Co.	Keelung	
Alina	3 c	Gilbert	Brit. bga.	326	July 8	Jardine, Matheson & Co.	Halphong	
Alphington	3 c	Channingham	Brit. bga.	488	Aug. 7	Wieler & Co.	Bangkok	
Anai	3 k	Hill	Brit. bga.	328	July 8	Adamson, Bell & Co.		
Annie Lorway	3 c	Gales	Brit. bga.	488	Aug. 8	Borneo Co., Limited		
Antipodes	3 c	Wyeth	Brit. bga.	752	July 8	Arnhold, Karberg & Co.		
Antwerp	3 c	Atkins	Brit. bga.	1031	July 13	Melchers & Co.		
Auguste	3 k	Barnard	Foh. bga.	880	July 6	Carlowitz & Co.		
Banulaha	4 k	Higgins	Brit. bga.	970	July 2	Meyer & Co.		
Banefactor	1 c	Hayden	Amer. bga.	596	July 28	Russell & Co.		
Bon Accord	4 k	Scott	Brit. bga.	398	July 19	Gibb, Livingston & Co.	London	
Brianne	4 k	Hudleston	Brit. bga.	394	July 25	Russell & Co.	Halphong	
Bua Pan	3 c	Miller	Slam. str.	575	Aug. 7	Chinese		
C. W. Cochran	3 k	Given	Amer. bga.	1105	July 12	P. & O. S. N. Co.	Melbourne & Sydney	Sand's Slip
Caldew	...	Peterson	Brit. bga.	482	July 6	Rozario & Co.		
Canton	2 c	Knauden	Slam. str.	779	June 24	Chinese	Newohwang	
Canton	3 k	Krantz	Ger. bga.	373	July 30	Siemenssen & Co.	Tientsin	
Carl	2 k	Thomsen	Ger. bga.	215	Aug. 4	Arnhold, Karberg & Co.		
Charles Moureau	2 k	Quahrasous	Foh. bga.	368	Aug. 4	Landstein & Co.		
Charley	2 k	Inokay	Brit. bga.	200	April 30	Chinese		
Cheng Soon	2 h	Cheng Sang	Slam. str.	200	April 30	Gibb, Livingston & Co.		
Chili	4 c	Val	Brit. bga.	445	July 30	Edvard Schellhass & Co.		
Christian	2 k	Stebr	Ger. Sm. so.	300	Aug. 20	Remedios & Co.		
Christiana A. P.	3 c	Capra	Brit. str.	898	July 13	Melchers & Co.		
Commissary	4 k	Hunter	Ger. bga.	289	Aug. 6	Arnhold, Karberg & Co.		
Deutschland	3 k	Niemann	Dan. str.	647	July 21	Melchers & Co.	Nagasaki	Cleared
Dorls Brodersen	3 k	Nelsen	Ger. bga.	386	Aug. 4	Edvard Schellhass & Co.		
E. von Beaulieu	3 k	Schneider	Brit. bga.	627	July 31	Adamson, Bell & Co.		
Echo	4 k	Tzetz	Brit. bga.	733	July 31	Melchers & Co.		
Edinburgh Castle	3 k	Seward	Brit. bga.	627	July 31	Wm. Pustau & Co.		
Emily Chaplin	2 c	Harris	Brit. bga.	733	July 31	Wm. Pustau & Co.		
Emma	3 k	Gran	Ger. bga.	338	Aug. 6	Wm. Pustau & Co.		
Escort	3 k	Waterhouse	Amer. bga.	636	July 26	Carlowitz & Co.		
Euxodie Adolphe	3 k	Martin	Foh. bga.	254	Aug. 4	Carlowitz & Co.		
F. Starace	4 c	Gargdulo	Ital. bga.	494	July 26	Melchers & Co.		
Formosa	3 c	Schwer	Ger. Sm. so.	282	Aug. 1	Meyer & Co.		
Fred. P. Lithfield	4 k	Spalding	Amer. bga.	1082	July 19	Wm. Pustau & Co.	Vancouver's Island	
Friederich	4 k	Wulff	Ger. bga.	684	July 30	Landstein & Co.		
Galatea	2 k	Jaeger	Dut. str.	1286	July 31	Hagedorn & Co.		
Genevieve	3 k	Leprêtre	Foh. bga.	689	July 25	Melchers & Co.		
George	3 k	Steffens	Ger. bga.	769	July 21	Vogel, Hagedorn & Co.	London	
Geo. Croshaw	3 k	Oving	Brit. bga.	455	July 17	Kier & Co.		
Gleamorganshire	3 k	McEachup	Amer. str.	1200	July 5	Jardine, Matheson & Co.		
Gold Hunter	7 c	Freeman	Brit. bga.	698	July 1	Jardine, Matheson & Co.		
Gramere	3 k	Haesings	Amer. str.	1300	July 5	Edvard Schellhass & Co.		
Gustav Adolph	3 k	Niemann	Brit. str.	647	July 21	Vogel, Hagedorn & Co.	New York	Cleared
Hannah Law	3 k	Johnson	Brit. str.	1596	April 27	Jardine, Matheson & Co.		
Hatchinger	2 c	Donnet	Brit. str.	820	July 6	Arnhold, Karberg & Co.		
Isles of the South	3 c	Dirksen	Dut. bga.	110	July 30	Siemenssen & Co.	Chetoo	
Jacarta	2 c	Weston	Amer. bga.	710	July 7	Ord		
Jan. S. Stone	3 k	Moberg	Russ. str.	1365	July 2	Edvard Schellhass & Co.	Nagasaki	
Jalo	4 c	Bunje	Ger. str.	768	July 6	Vogel, Hagedorn & Co.	New York	
Johanne	8 c	Harris	Brit. str.	765	July 11	Meyer & Co.		
Jubilee	4 c	Gadd	Brit. bga.	799	July 23	Douglas Lapraik & Co.		
Kaisow	4 k	Roos	Russ. bga.	680	July 24	Siemenssen & Co.	Bangkok	
Kalaja	3 k	Hansen	Dan. bga.	844	Aug. 6	Edvard Schellhass & Co.		
Kronprindsessen	2 c	Duhrssen	Slam. bga.	488	Aug. 30	Siemenssen & Co.		
Krung Thep	3 k	Hinckley	Amer. str.	1208	June 19	Meyer & Co.		
Leading Wind	3 k	.....	Amer. str.	45	Aug. 19	Insurance Cos.		
Letterer	3 k	Moekman	Brit. bga.	847	Aug. 3	Vogel, Hagedorn & Co.	Hamburg	
Lord Macaulay	2 k	Roberts	Brit. bga.	603	July 31	Borneo Company, Limited		
Lowerwater	2 c	Forest	Brit. bga.	298	July 31	Arnhold, Karberg & Co.		
Maid Marian	3 c	Andrews	Brit. bga.	674	July 12	Holliday, Wise & Co.	Batavia	
Malpa	2 k	Kenz	Ger. bga.	.....	Aug. 9	Wieler & Co.		
Malvina	2 k	Towford	Foh. bga.	379	July 27	Carlowitz & Co.	Halphong	
Maria	4 c	Dawes	Amer. str.	1193	June 22	Vogel, Hagedorn & Co.	New York	
Matchless	3 c	Prior	Brit. bga.	472	Aug. 1	Arnhold, Karberg & Co.		
Mely Queen	3 k	Robertson	Brit. bga.	629	July 17	Gibb, Livingston & Co.		
Mey	3 k	Soule	Am. Sm. so.	484	July 10	Edvard Schellhass & Co.	Halphong	Cleared
Mignon	3 k	Clark	Brit. bga.	695	July 30	Captain		
Nimrod	2 k	Harik	Slam. str.	711	July 16	Chinese		
Norreman	2 k	Wortley	Brit. bga.	327	July 21	Norton & Co.	Halphong	
Northern Star	4 c	Legier	Foh. bga.	486	July 12	Carlowitz & Co.		
Notre D. de la Garde	7 c	Phillips	Brit. bga.	464	July 12	Adamson, Bell & Co.	Tientsin	
Parraza	7 k	Christiansen	Ger. bga.	250	July 27	Arnhold, Karberg & Co.		
Pelito	7 k	Akey	Brit. bga.	729	July 24	Meyer & Co.	Wancha	
Penshaw	7 k	Fowle	Amer. str.	656	July 10	Russell & Co.	London	Wancha
Pilgrim	7 k	Schwaure	Ger. str.	385	June 30	Meyer & Co.		
Polynesia	8 c	Laidman	Brit. bga.	568	July 20	Meyer & Co.		
Presto	8 c	Stapleton	Brit. bga.	568	July 20	Meyer & Co.		
Pym	4 k	Barnaby	Amer. bga.	826	July 27	Russell & Co.		
Quickstep	2 h	Hunte	Slam. bga.	429	July 25	Teak Mee Hop		
Rapid	3 c	Gunn	Brit. bga.	658	June 9	Vogel, Hagedorn & Co.	London	
Robt. Henderson	4 k	Hansen	Am. Sm. so.	406	Feb. 28	Arnhold, Karberg & Co.		
Rodina	4 c	Lighthody	Brit. str.	874	July 17	Russell & Co.		
Sandila	2 k	Vadutin	Dut. bga.	482	July 30	Edvard Schellhass & Co.		
Sourabaya Packet	3 k	Pringle	Brit. bga.	325	July 26	Siemenssen & Co.		
Spinaway	1 c	Pearl	Amer. str.	1043	July 17	P. & O. S. N. Co.		
Springfield	3 c	Hawkes	Brit. str.	662	July 7	Gibb, Livingston & Co.		
Star of the North	7 c	Miller	Brit. str.	1068	July 11	Messageries Maritimes		
Sydenham	4 k	Johnston	Brit. str.	815	July 17	Jardine, Matheson & Co.		
Talking	3 k	Vorrest	Slam. bga.	474	July 12	Siemenssen & Co.	Newchwang	
Theon Kramom	4 c	Dalazy	Brit. str.	680	July 23	Jardine, Matheson & Co.		
Twilight	3 k	Dirks	Ger. bga.	322	Aug. 7	Melchers & Co.	San Francisco	
Vesta	4 c	Trumble	Brit. bga.	679	July 17	Vogel, Hagedorn & Co.	Tientsin	
Victoria	3 k	Brown	Brit. bga.	625	July 30	Wieler & Co.		
Walla Castle	1 c	Baumann	Brit. bga.	612	Aug. 30	Olyphant & Co.	New York	
Warrior	3 c	Brady	Am. Sm. so.	424	Aug. 7	Meyer & Co.		
William Cobb	1 c	Lowe	Brit. bga.	723	Aug. 16	Kin-tye-joong		
Woodhall	2 c	Benedictsen	Slam. str.	701	July 29	Gibb, Livingston & Co.	Manila	
Young Siam	8 c	Eleden	Brit. str.	1130	July 29	Gibb, Livingston & Co.		
WHAMPOA								
Satona		Bryant	Am. Sm. so.	895	Aug. 9	Russell & Co.	Tientsin	
St. Joseph		Dimont	Foh. bga.	298	Aug. 26	Carlowitz & Co.	Tientsin	
Trio		Westerveld	Dut. bga.	263	Aug. 24	Siemenssen & Co.	Tientsin	
Wm. Phillips		Healy	Amer. str.	892	Aug. 9	Edvard Schellhass & Co.		
CANTON								
Schultze			Brit. str.	782	Aug. 5	Siemenssen & Co.	Shanghai	